

Damage Control

Amended Rules and Guidance

Rules for the Survey and Construction of Steel Ships Part B and Part C
Guidance for the Survey and Construction of Steel Ships Part C

Reason for Amendment

- (1) At the 80th Session of the IMO Maritime Safety Committee (MSC 80) held in May 2005, an amendment to Chapter II-1 of the SOLAS Convention was adopted and entered into force on 1 January 2009. However, questions were raised regarding the applicable requirements for tankers.

Therefore, at the 85th Session of the IMO Maritime Safety Committee (MSC 85) held in December 2008, the interpretation regarding the application of damage control requirements to tankers was clarified.

Accordingly, requirements related to damage control are amended to apply to tankers in accordance with the amendment of Chapter II-1 of the SOLAS Convention.

- (2) At the 83rd Session of the IMO Maritime Safety Committee (MSC 83) held in October 2007, the “Guideline for Damage Control Plans and Information to the Master” was approved and circulated as MSC.1/Circ.1245.

Even though MSC.1/Circ.1245 is not mandatory, it is the internationally agreed-upon standard and in the future it is expected that confirmatory inspections will be carried out as part of PSC. Therefore, relevant requirements are amended in accordance with MSC.1/Circ.1245.

Outline of Amendment

- (1) It is specified that damage control plans are to be provided on board tankers as well as dry cargo vessels.
- (2) It is specified that ships subject to Chapter 4, Part C or Chapter 4, Part CS are to be provided with damage stability information for damage control.
- (3) The items and contents of damage control plans and booklets have been amended.